

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
\$4.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

JUBILEE
PILSENER BEER
IN HOCK BOTTLES.
PER CASE OF 4 DOZ. QTS. } \$13.
" " " 6 " Pts. }
SOLE AGENTS—
H. PRICE & CO.

No. 13,486 號陸十捌百肆千叁萬壹第 日初十月肆年柒十二緒光 HONGKONG, TUESDAY, JUNE 4TH, 1901. 式拜禮 號肆月陸年壹零九千壹港香 PRICE, \$2½ PER MONTH

WATSON'S
"E"
VERY OLD LIQUEUR
SCOTCH WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
[a]392

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
FINE OLD HIGHLAND WHISKY,
Shipped by CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a]49

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
Net
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [a]43

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.30 a.m.	Every 10 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
NIGHT CARS.	
8.45 p.m. to 9 p.m.	Every 15 minutes.
9 p.m. to 11.15 p.m.	Every 15 minutes.
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st April, 1901. [a]303	

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a first-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Repairs can be had in second-hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a]348

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SEWAN, TOMES & CO.
General Managers.
Hongkong, 1st June, 1901. [a]310

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at "EAST POINT" at Moderate Rates.
WM. FARLANE,
Manager.
Hongkong, 17th February, 1899. [a]35

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG. [a]47

C. P. & Co.'s INVALIDS' PORT
\$20 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.

CHAMPAGNE.
JUST LANDED, A FRESH SUPPLY OF
POMMEY AND GRENO, SEC. AND
EXTRA SEC.
PER CASE OF 1 DOZEN BOTTLES... \$55.00
" 2 " 1 BOTTLES... 58.00
Telephone No. 75.
SOLE AGENTS—

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 24th May, 1901. [a]40

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.
CELLULAR CLOTHING.
LIGHT, DURABLE, and COOL.
A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS and SINGLES. [a]41

PLAGUE SPECIFIC.
WATKINS' CHOW-SUI
* **DISINFECTING FLUID.**
(NON-POISONOUS).
Recommended by the Highest Medical, Scientific and Sanitary Authorities.
This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of
BUBONIC PLAGUE, SMALL-POX, ASIATIC CHOLERA, YELLOW FEVER,
TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, AND
PHTHIRIASIS. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, AND
MORE POWERFUL THAN CARBOLIC ACID.

WATKINS, LIMITED. [a]43
PHOTO-PLATE, PAPERS
GRAPHIC AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a]44

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a]39

LANE, CRAWFORD & CO.
BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL BRASS.
100 WIRE SPRING MATTRESSES.
TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.
LANE, CRAWFORD & CO.

JUST RECEIVED.
S Y R U P S
A DELICIOUS AND REFRESHING DRINK MIXED WITH SODA-WATER
OR OTHER AERATED WATERS.
GRENADINE, GROSEILLE, CHERRY, STRAWBERRY, RASPBERRY, GUM,
LEMON, ORANGE, GOOSEBERRY.
PER BOTTLE (LITER) ... \$1.25
Apply to—
G. GIRAUT.

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS: ANGLO-EGYPTIAN CIGARETTE CO.'S
EX ENGLISH MAIL. PACHA, SULTAN, GORDON
CIGARETTES.
Bigham's New Book: One Year in
China ... \$5.00
Sir Robert Hart's China ... 3.50
Parker's China: Her History, Diplomacy
and Commerce ... 5.00
Selby's China: A History of the
Chester-Holcombe Real Estate ... 2.25
Heavenly Trips, by Sarah Grand ... 35
Pharos the Egyptian, by Guy Boothby ... 35
Murray's Guide Book to India ... 10.50
Monson's Tropical Diseases ... 6.50
Let Us Forget Them, by Hocking ... 1.50
Honeymoon in Space, by Griffiths ... 1.50
China's Open Door, by Wildman ... 3.50
China and Her Mysteries, by Stead ... 1.00
The Indian Borderland, by Col. Holdrich ... 6.00
Edward Blake, by Sheldon ... 1.50
Pears' Encyclopedia ... 70

SWEET CAPORAL CIGARETTES.
VIKING NAVY CUT
MAY BLOSSOM
LOG CABIN TOBACCO.
WILLS' GOLD FLAKE TOBACCO.
WILLS' NAVY CUT TOBACCO.
SWAN FOUNTAIN PENS.
WATERLOWS' MULTIPLEX INK.
MATHEMATICAL INSTRUMENTS.
VERY LARGE NEW STOCK
AT ALL PRICES.
23 & 25, Queen's Road, Hongkong. [a]37

NOTICE OF FIRM
VACUUM OIL COMPANY.
NOTICE.
I HAVE THIS DAY TAKEN CHARGE OF
the Hongkong Branch of the Company.
HARRY THOMAS,
Manager.
Hongkong, 1st June, 1901. [a]393

AMERICAN MACHINERY.
WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared to
Furnish Prices, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.
Hongkong, 3rd December, 1900. [a]25

BONZOLINE BILLIARD
BALLS.
THE MOST PERFECT
and
ONLY RELIABLE SUBSTITUTE
FOR IVORY BALLS.
BONZOLINE BILLIARD BALLS 2½"
PRICE Rs. 36 per set.

C. LAZARUS & CO.
BILLIARD TABLE MANUFACTURERS,
60 & 61, BEAULIEU STREET,
CALCUTTA.
2123-11

THE BRITISH NORTH-BORNEO CO.
APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT
OF PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [a]39

POHOOMULL BROTHERS
57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles.
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [a]27

HOTEL
"BOA VISTA" HOTEL,
MACAO.
THE most healthy place in South China.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGKONG," Capt. W. E.
CLARKE, leaving Hongkong at 2 P.M., or
according to Schedule, and Macao at 7.30 A.M.
Connection made at Macao with Company's
Steamer to and from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply to
904a] MANAGER.

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
JOSEPH GILLOTT'S
The Only
Award
Chicago, 1893
NUMBER ONE USED BY BANKERS.
Barrel Pens, 25s, 25s, 25s, 25s.
Slip Pens, 30s, 30s, 30s, 30s.
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT, 361
HOTELS.

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Roosting, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [a]50

THE PEAK HOTEL.
City Office: 7, Duddell Street. [a]55
HOTEL CRAIGIEBURN.
PLUNKET'S GAF, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
HONGKONG, 2nd July, 1900. [a]53

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMILIES
by the DAY or MONTH. [a]51
THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate. **A. FONSECA,**
Manager.
Hongkong, 1st December, 1899. [a]52

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the city, and surrounded by a dis-
tinct Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, 8th September, 1900. [a]677

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea in the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee" [a]1919

NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS AT
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [a]303

necessity for a speedy disposal of this case, I proposed to deliver an oral judgment, reserving the right, if necessary hereafter, to place the judgment in writing. There was no great conflict of evidence between the parties on most of the points of the case, and on the principal points upon which the conflicting evidence was given, the true boundaries of the Northern fairway and the question of whether one short blast or two long blasts was or was not blown by the *Glengyle*. On the first point, there was some difficulty created by the inaccuracy of the provision contained in the schedule of the Merchant Shipping Ordinance, 1891. There was no doubt that the provisions of the Ordinance with regard to the boundaries of the Northern fairway were repugnant to a natural, or, rather, repugnant to the provisions of the Ordinance as dealing also with the Central fairway. The result of this manifest inconsistency in the Ordinance was that a vessel in the Central fairway might fly either the black (Northern fairway) pennant or the white (Central fairway) pennant, and she could not be held responsible in law as being wrong for flying either of these pennants. The Central fairway was in fact by the Ordinance the Central fairway. According to the evidence before the Court, his lordship was satisfied that in practice the Central fairway had existed in accordance with the provisions of the Ordinance, but the Northern fairway had, in practice, come to be defined by the Northern boundary of the Central fairway—roughly speaking the line of buoys which formed the southern boundary of that fairway and started from the pier to the ground or channel anchorage, which was on the park of the *Glengyle* anchorage, which was the Northern fairway and the Central fairway. Vessels anchored in it at their discretion subject, he supposed, to the regulations of the Harbour Office. This appeared to have been the practice for some twelve or thirteen years. The masters of both ships had been navigating to this Colony for some fourteen years. The master of the *Glengyle* (Capt. J. H. Darke) said he was aware of the contents of the Captain's phrase, of the *Hinching*, as he said, and as a witness, he said, gave him evidence in the fair way. His lordship did not for a moment doubt that he would

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 6th June, at 11 A.M., at their Sales Rooms, Ice House Street, A Consignment of AMERICAN FANCY LAMPS, GLOBES AND SHADES (Comprising of Mafra, Napa, Napa, Lermo, by 88, by 87, Korba, B B 17, Kutor, Kilwa, Jon, Iglo, Jono, by 110, Jono, Heron, Tola, Waldo, Agno, Balfor, Cess, Glenroy, Horgo, Rochester, &c. &c.) Terms—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 4th June, 1901. [1417]

THE SHERIDAN CONSOLIDATED MINING AND MILLING COMPANY, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Return of Capital, at the rate of One Tael per Share, will be paid to Proprietors. Holders of Scrip are requested to send their Share Certificates to the Secretary, at the Office of the Company, No. 39, Whangpoo Road, with as little delay as possible, when they will be exchanged for Warrants, for the amounts due, payable at the Office of the Hongkong and Shanghai Banking Corporation, No. 12, The Bund, on and after the 31st day of June, 1901.

By order of the Liquidator,
J. D. THORBURN, Secretary.
Shanghai, 27th May, 1901. [1415]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above on THURSDAY, the 6th inst., at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th June, 1901. [1416]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PUEBLO AND TRIESTE.

(Taking Cargo at through rates to the Red Sea, to SOUTH AFRICA, MADRAG, and SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.)

THE Company's Steamship

"INDIA."

Captain Ghezze, will be despatched as above on SATURDAY the 15th inst. For information as to Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 4th June, 1901. [6]

FOR NEW YORK.

THE "A. A. II" American ship

"L. SCHEPP"

will load for the above port, and will have quick despatch. For Freight, apply to CARLOWITZ & CO., Hongkong, 3rd June, 1901. [1414]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1901. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWOW."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.
Hongkong, 3rd June, 1901. [1413]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [99]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator to Sell by Public Auction, For Account of the Estates of the late M. BRODIE, E. ARNOTT, L. U. JACKSON, H. THORNE & MUSTAM SINGH (Deceased).

TO-DAY (TUESDAY), the 4th June, 1901, at Noon, at their Sales Rooms, Ice House Street, SUNDRIY GOODS AND EFFECTS, Comprising—

TRAVELLING BAGS AND TRUNKS, BOOKCASE, CLOTHING, BOOKS, &c. &c.

ONE BICYCLE and a Quantity of JEWELLERY.

Terms—As Usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 1st June, 1901. [1412]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,550 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Hongkong notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.
Hongkong, 30th May, 1901. [1379]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES: Loaded with With Powder Powder only, and 1 oz. of Shot.

Primrose Cases ... \$5.55 ... \$7.40
Pegamoid Cases ... 6.25 ... 8.00
Ejector Brass Cases ... 6.90 ... 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers.
Hongkong, 27th July, 1897. [89]

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [1044]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also POOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD.

80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN.
Hongkong, 29th May, 1901. [1377]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C., Scotch and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 25' "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 359 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

FROM PORTSMOUTH TO PEKING VIA LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS:—

From England to the Cape, and Crossing the Line—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Colours)—Spion Kop—Vaal Krantz—Final Operations and Relief of Ladysmith—From the Cape to China—Naval Brigade in North China with the Allied Forces—To the Relief of Peking—Summary of Sieges—Appendix.

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Hongkong, 15th April, 1901. [1021]

THE COALING-STATIONS QUESTION.

The War Office view is that the time has come for the smaller coaling-stations to be taken over by the Admiralty. The subject requires a great deal of examination, and the First Lord of the Admiralty has not yet seen his way to give a final decision. If the Secretary for War carries his point, the department will have five battalions of the line available to be added for home service, a consummation deeply to be desired seeing that the balance of foreign to home battalions is still completely out of gear and needs adjustment. At many places abroad military garrisons are now maintained to protect naval stores against a naval raid, and it is high time that the question should have been brought prominently into the foreground of reform. The Admiralty have hitherto evaded their responsibilities in this connection with considerable astuteness, but as the point has now been forced to an issue, it may be of interest to examine some details bearing on the scheme.

From the military point of view the advantages of the transfer are obvious. In the first place, there is the gain of the five battalions above referred to, a gain that will materially assist our perplexed authorities in the adjustment of the military equipage. Five battalions, furthermore, represent in round numbers 3,000 men, and it has long been felt that the cost of these men would be more equitably borne, by the naval than by the military vote. The plan of civilisation of the sort of service takes no interest in the matter, and is supremely indifferent regarding the details of Government expenditure. Many members of the House of Commons, while priding themselves on a close consideration of public money, are similarly prone to ignore the details of naval or military expenditure, and to regard the total sum voted in any one year for either service as the crux of the estimates for the armament concerned. It is the crux which makes it the more essential that redundant expenditure in any public department should be discontinued and allocated to the proper quarters.

Military garrisons, varying in size from a battalion of infantry to a company, and even to a detachment of engineers or artillerymen, are now maintained at the following coaling stations, among others, abroad—
Aden, Africa, Barbados, Bermuda, B. Columbia, West Crete, Cyprus, Jamaica, Mauritius, Singapore, St. Helena, St. Lucia, Sierra Leone, Straits Settlements.

To even the layman it is obvious that troops split up into small detachments and distributed in these garrisons cannot be effectively trained in the art of war under modern conditions. With regimental headquarters in one station, half a battalion in another, while a detachment occupies a third, there is little or no opportunity for drill, and it is an organisation hardly calculated to result in efficiency. Under such conditions the keenest officer need despair. No real work can possibly be carried out. From a regimental point of view, the time spent by a battalion under such conditions may be regarded as time completely lost in the military sense. A commanding officer under such conditions, his zeal soon evaporates. Deprived of tangible depressing conditions, and subject to the exhausting effects of an overbearing climate on the one hand and a disordered battalion on the other, the keenest soldier loses heart, and the weak soon drop all interest in their profession. The spirit and zeal of the officers are invariably reflected among the men. Keenness can only be maintained by opportunity, and if the military opportunity is wanting, the unit concerned rapidly deteriorates and becomes slack. South Africa has only too sorely taught us the need of more extended military training than is possible at small islands, and the necessity of acquiring a small band of men for the purpose of training in any to learn the modern method of attack. Officers are expected at varying stages of their professional career to pass examinations in tactics, and in tactical fitness for command, and it is difficult to see how these arts are to be acquired under the conditions imposed.

DUAL CONTROL.
At most of these small coaling-stations, and particularly in the case of those not attackable from the land, it will, should the military garrisons be withdrawn, be possible to place command in the hands of one authority in place of two. Responsibility would thus be centralised. At present it is decentralised to the point of danger. The Navy control the ships in harbour. The Infantry occupy the barracks. The Royal Garrison Artillery man the forts, while the Royal Engineers are responsible for the submarine mines under the harbour, and the balloons that hover above. Command, between the naval and military services, is none too clearly defined, and any reform that will centralise harbour defence in the hands of one authority, and that a sailor deserves the cordial support of the nation. The Admiralty should be supreme in its own domain.

THE NAVAL CASE.
It is not to be expected that my Lords will regard with equanimity the military proposal to saddle the Naval Estimates with the additional cost of 5,000 men. They will protest, and that vigorously, but whether their views, or those of the Secretary of War will prevail, rests with Parliament, which alone can decide the issue.

THE ADMIRALTY PROPOSAL.
With reference to the point under discussion, the Admiralty have not been backward. The Parliamentary Secretary, during a speech in the House on the Navy Estimates, has already said that the matter has yet to receive the careful consideration of the Admiralty authorities, who, while most anxious to co-operate with any other department for the service of the country, felt bound to consider whether they can effectively contribute in this particular manner.

THE MARINES.
If the Admiralty decide to take over the coaling-stations, it is presumed that garrisons will be found from the Royal Marines. This corps consists of two branches—the Royal Marine Light Infantry and the Royal Marine Artillery. The men enlist for long service with the colours, are a particularly highly-trained, seasoned body of troops, and are greatly better able to stand the vicissitudes of climate than are our young, and frequently immature, infantry of the line. Furthermore, with a constant interchange of ships, the Admiralty have facilities, denied to the War Department, to relieve garrisons serving over sea, and a saving to the nation should thus accrue. Marines are primarily maintained for duty with the fleet.

During peace each man serves a defined time on board one or other of his Majesty's vessels with the object of being trained for war. The strength of the corps is thus determined by necessity and not by land. Should the marines be expended to such a strength as will meet the proposals of the Secretary for War, it is felt by many naval officers that there may be a grave danger that the primary object of the corps will be lost sight of, and that the force, in place of being available for naval purposes

on mobilisation, will be locked up in garrisons when required, and so become ineffectual as a fighting factor for the fleet. There is some danger in this development. Troops have a curious tendency to evolution. Infantry like to become light infantry, mounted infantry cavalry; and, perhaps if opportunity offered, the horse marines may emerge from the realm of mythology to become an unpleasant reality. The point will have to be very carefully borne in mind. Should the Royal Marines be augmented and reorganised to meet large and perhaps growing land requirements, those of the fleet should be primarily safeguarded, and the corps modelled accordingly. That the Royal Marine Infantry would gladly accept any scheme of expansion is apparent. For many years the force has been cramped for outlet, especially among the higher ranks, and the change on these grounds would be welcome. The Royal Marine Artillery could also bear expansion, and are eminently fitted for the duty of garrisoning forts connected with the defence of harbours. They handle the same class of gun as the Royal Garrison Artillery, shoot at the same target, and employ identical methods in firing and in range-finding. There is thus a closer analogy between the two services than between the Royal Garrison Artillery and the Royal Horse or Royal Field Artillery; consequently there is no danger that the important duty of harbour defence, so far as artillery is concerned, would suffer by the transfer.

AN ALTERNATIVE.
If the proposals of the Secretary for War do not commend themselves to the Admiralty or to Parliament, then in order to gain the additional 5,000 regulars at present locked up in garrisons abroad, and so sorely needed for home service, it is suggested that garrisons for the coaling-stations under discussion be provided by raising additional garrison battalions to those already proposed for service in the Mediterranean.—*Full Mail Gazette.*

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LONDON, &c., via PORTS OF CALL.	COROMANDEL	Brit. str.		F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON	DARDANUS	Brit. str.			BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAO	Brit. str.		J. S. Stevenson	McGREGOR BROS. & GOW	On 25th inst.
LONDON	GLASCARY	Brit. str.		C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 28th inst.
LONDON	JAPAN	Brit. str.			BUTTERFIELD & SWIRE	On 10th July.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWIRE	On 10th inst.
LONDON	RHAPSODY	Brit. str.		P. Magin	MELCHERS & CO.	On 13th inst. at Noon.
LIVERPOOL DIRECT	HAMBURG	Brit. str.		T. Hide, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI, &c., via PORTS OF CALL.	SOCOTRA	Brit. str.		G. E. T. Cook	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
SHANGHAI, &c., via PORTS OF CALL.	SHINANO MARU	Jap. str.		Hous	MESSAGERIES MARITIMES	On 17th inst. at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL.	NATAL	Jap. str.		G. Anderson	HAMBURG-AMERIKA LINIE	On 28th inst. at Daylight.
MARSEILLES, &c., via PORTS OF CALL.	HITACHI MARU	Jap. str.		Pastow	HAMBURG-AMERIKA LINIE	On 6th inst.
MARSEILLES, &c., via PORTS OF CALL.	SARINA	Jap. str.		Hempel	HAMBURG-AMERIKA LINIE	On 12th inst.
HAYRE & HAMBURG via FOCHOW	WITTEBERG	Ger. str.		Schmidt	SANDER, WIELE & CO.	On 25th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.		Ghezzi	DODWELL & CO. LIMITED	On 25th July.
HAYRE & HAMBURG	SAMBIA	Ger. str.			McGREGOR BROS. & GOW	On 15th inst.
TRIESTE, &c., via PORTS OF CALL.	HILLOLEN	Brit. str.			JARDINE, MATHESON & CO.	On 14th inst.
NEW YORK via PORTS & SUEZ CANAL	GLASCARTNEY	Brit. str.			SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK via PORTS & SUEZ CANAL	INDRANI	Brit. str.			CARLOWITZ & CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	ARABIA	Brit. str.		R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.		H. Mowatt, R.N.R.	EMPEROR & CO. LIMITED	On or about 12th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	ATHENIAN	Brit. str.		W. Watt	NIPPON YUSEN KAISHA	On 7th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	INDRANIL	Brit. str.		J. W. Ekstrand	NIPPON YUSEN KAISHA	On 10th inst. at 4 P.M.
PORTLAND (OR.)	NIPPON MARU	Jap. str.			SHEWAN, TOMES & CO.	On or about 10th inst.
SAN FRANCISCO via SHANGHAI, &c.	PERU	Brit. str.			TOYO KISEN KAISHA	On 11th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	BELOIAN KING	Brit. str.			PACIFIC MAIL S. S. CO.	On 18th inst. at Noon.
SAN DIEGO, &c., via MOJIL, &c.	CHANGA	Brit. str.			BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	HONGKONG MARU	Jap. str.			BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
YOKOHAMA DIRECT	TOKA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 7th inst. at Noon.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.		N. Tate	GIBB, LIVINGSTON & CO.	To-morrow.
KOBE & YOKOHAMA	SANO MARU	Jap. str.		S. J. G. Parsons	NIPPON YUSEN KAISHA	On 7th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.		St. John George	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
MOJIL, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.		J. Mackenzie	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
WEIHWAI & TIENTSIN	KWEIYANG	Brit. str.		W. Thompson	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
SHANGHAI, MOJIL, KOBE & YOKOHAMA	JAYA	Brit. str.		K. Kori	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYDNEY	Brit. str.		G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-day, at 2 P.M.
SHANGHAI	CHUBAN	Brit. str.		Amert	MESSAGERIES MARITIMES	On or about 4th inst.
ANPING, via SWATOW & AMOY	MAIDU MARU	Jap. str.		C. L. Daniel	P. & O. S. N. Co.	On 12th inst.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.		K. Suzuki	MITSUI BUSSAN KAISHA	On 6th inst. at Daylight.
TAMSUI via SWATOW & AMOY	DANIN MARU	Jap. str.		S. Atami	MITSUI BUSSAN KAISHA	On 9th inst.
ILOILO & CEBU	KAIPOING	Brit. str.		T. Ogata	BUTTERFIELD & SWIRE	To-day.
MANILA & ILOILO	SUNGKIANG	Brit. str.			BUTTERFIELD & SWIRE	To-morrow.
MANILA	YUNSIANG	Brit. str.		Rolfe	JARDINE, MATHESON & CO.	On 6th inst. at 4 P.M.
MANILA	PERLA	Brit. str.		Geo. Blaxland	SHEWAN, TOMES & CO.	On 7th inst. at 5 P.M.
MANILA	CHANGA	Brit. str.			BUTTERFIELD & SWIRE	On 10th inst.
YAP, SAIPAN, GUAM, PONAPE, &c.	LOUIS J. KENNY	Amr. schr.		D. Costa	B. J. BARLOW	On or about 6th inst.
BOMBAY via SINGAPORE & PENANG	BORMIDA	Ital. str.		M. Yagi	CARLOWITZ & CO.	On 12th inst. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.			NIPPON YUSEN KAISHA	On 21st inst. at Noon.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	13th June.
SACHSEN	THURSDAY	27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	11th July.
BAYERN	THURSDAY	25th July.
STUTTGART	THURSDAY	8th August.
KONIG ALBERT	THURSDAY	22nd August.
PRINZESS IRENE	THURSDAY	5th September.
PRINZ HEINRICH	THURSDAY	19th September.
PREUSSEN	WEDNESDAY	3rd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "HAMBURG," of the NORDDEUTSCHER LLOYD, Captain P. Magin, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 11th June, Cargo and Space will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 13th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cube in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
BRACMAR	3,601	W. Watt	June 7th
DUNE OF EIFE	3,821	J. B. Cox	June 28th
OLYMPIA	2,937	J. Truebridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, \$32. Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, \$48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, \$23. The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL. Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to LUDWELL & CO. LIMITED, General Agents.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R., WEDNESDAY, 5th June, 1901. "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th June, 1901. "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. An make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows: "ATHENIAN," Comdr. H. Mowatt, about WEDNESDAY, 12th June. "TARTAN," Comdr. G. D. Bowles, R.N.R., about SATURDAY, 6th July. Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th May, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJIL, KOBE AND YOKOHAMA	JAYA	2 P.M. 4th June	Freight or Passage.
	G. W. Gordon, R.N.R.	June	
SHANGHAI	CHUSAN	About 7th June	Freight or Passage.
	C. L. Daniel	June	
LONDON, &c.	COROMANDEL	Noon, 8th June	See Special Advertisement.
	F. W. Vibert, R.N.R.	June	
MARSEILLES AND SOCOTRA		About 15th June	Freight only.
	T. Hide, R.N.R.	June	
LONDON	JAPAN	About 29th June	Freight or Passage.
	C. C. Talbot, R.N.R.	June	

Hongkong, 3rd June, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at DAYLIGHT.
TOKA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at NOON.
S. J. G. Parsons	YOKOHAMA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJIL and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
KAGA MARU	MARSEILLES, LONDON, and BARROW, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at DAYLIGHT.
J. W. Ekstrand		
SHINANO MARU	MOJIL, KOBE and YOKOHAMA	TUESDAY, 18th June, at NOON.
G. E. T. Cook		
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at DAYLIGHT.
K. Kori		
SADO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at NOON.
W. Thompson		
YAWATA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at NOON.
A. E. Moses		
MIKE MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at DAYLIGHT.
M. Yagi		
HITACHI MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
G. Anderson		
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

Hongkong, 3rd June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SARINA	HAYRE & HAMBURG v. FOCHOW	On 6th June, Freight or Passage.
Capt. Pastow	(Calling at Singapore)	
WITTEBERG	HAYRE, BREMEN & HAMBURG	On 12th June, Freight.
Capt. Hempel	(Calling at Singapore and Colombo)	
NURNBERG	HAYRE & HAMBURG	On 25th June, Freight.
Capt. Mayer	(Calling at Singapore)	
SAMBIA	HAYRE & HAMBURG	On 25th July, Freight.
Capt. Schmidt	(Calling at Singapore)	

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901.

SHIPPING.

ARRIVALS.
June 3, CHINGWO, British str., 2,517, H. W. N. Eyden, Singapore 29th May, General.
June 3, JARDINE, British str., 1,267, T. P. Hall, Taku and Weihaiwei 28th May.
June 3, AMARA, British str., 1,556, Mattock, Singapore 29th May and Bangkok 27th.
June 3, PELLA, British str., 1,287, G. Blaxland, Manila 31st May, General.—SHEWAN, TOMES & CO.
June 3, TOSU MARU, Jap. str., 3,810, S. J. G. Parsons, Shanghai 31st May, General.—NIPPON YUSEN KAISHA.
June 3, KWEIYANG, British str., 1,002, Outerbridge, Canton 3rd June, General.—BUTTERFIELD & SWIRE.
June 3, TIENTSIN, German str., 1,002, Sanders, Canton 3rd June, General.—ARNOLD, KARBURG & CO.
June 3, CHINGTU, British str., 2,600, J. E. Williams, Sydney 15th May.
June 3, TIENTSIN, British str., 1,350, Armistead, Swatow 2nd June, General.—BUTTERFIELD & SWIRE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
3RD JUNE.
Hailong, British str., for Haiphong.
Hong Bee, British str., for Swatow.
Choyang, British str., for Shanghai.
Kaiyong, British str., for Iloilo.
Whampoa, British str., for Shanghai.
Benewitch, British str., for Jeana.
Compania de Filipina, Amr. str., for Manila.
DEPARTURES.
June 2, MELPOMENE, Aust. str., for Bombay.
June 2, CARDIUM, British str., for Yokohama.
June 2, THALES, British str., for Swatow.
June 2, LOS, French str., for Europe.
June 3, CHOVANG, British str., for Shanghai.
June 3, HONG BEZ, British str., for Swatow.
June 3, SHONG LEONG, British str., for Amoy.
June 3, HAILONG, British str., for Haiphong.
June 3, SCILBERG, German str., for Canton.

VESSELS IN DOCK.
ABERDEEN DOCK.—Universe.
KOWLOON DOCK.—U.S.S. Bennington, Burnside, Meade, Union, Iris, Albatross, Decatur, Juno, Natuna, St. Enoch.
COSMOPOLITAN DOCK.—Colonies, Simongan, Foshan, München.

SHIPPING REPORTS.
The British steamer Perla, from Manila 31st May, had fine weather and smooth sea.
The British transport Hailong, from Taku and Weihaiwei 28th May, had light winds and fine weather.
The British transport Chingtu, from Sydney 15th May, had fine weather with smooth sea throughout.

VESSELS PASSED ANJEL.
May 10, Danish barquette, Engkild, Bonnelvick, for Bangkok.
May 10, Amr. 4 m. barque, Asirai, Dunbar, from New York for Shanghai.
May 11, British str., Yuana, Sanders, from London for Batavia.
May 12, Amr. ship, Helen A. Wynna, from the West.
May 13, Dutch str., Salak Sharp, from Rotterdam for Batavia.
May 15, Dutch str., Soembawa, Penanga, from Amsterdam for Batavia.
May 15, Dutch str., Princes Analia, Potier, from Batavia for Amsterdam.
May 15, French barque, Georges Valentine, Herbert, from Dunkirk for Haiphong.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"PERLA,"
Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.
Hongkong, 3rd June, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA. THE Company's Steamship

"SYDNEY."
Captain Aubert, will be despatched for the above ports on or about TUESDAY NEXT, the 4th June.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 29th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched as above TO-MORROW, the 5th June, at Noon.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 1st June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR FOCHOW via SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU."
Captain S. Atami, will be despatched for the above ports on THURSDAY, the 6th June, at DAYLIGHT.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 4th June, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE, AND THE EASTERN CAROLINE ISLANDS.

THE Vessel
"LOUISE J. KENNY"
will be despatched for the above ports on or about 6th June.
For Freight, apply to B. J. BARLOW, Agent.
Queen's Buildings.
Hongkong, 4th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.
THE Company's Steamship

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 3rd June.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJIL, KOBE and YOKOHAMA.

THE Steamship
"INDRAVELLI,"
will be despatched for Portland (Or.) on MONDAY, the 10th June, 1901.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.
SHEWAN, TOMES & CO.
Hongkong, 24th May, 1901.

